SHAMROCK'S FAIR LINES.

DESCRIPTION OF CHALLENGER WHICH WILL RACE FOR THE AMERICA'S CUP.

Very Full Forward and Fine in the After Part -Broader Than the First Shamrock and Columbia-She Has Long, Lean Overhaps -Experts Think She Will Prove a Wonder.

English newspapers and yachting weeklies contain many interesting details about the Shamrock, but although many experts have given their opinions of the newboat only a general idea of the dimensions has been published. The yacht is built to sail on a water line something less than 90 feet. The yacht's beam isknown to be about 25 feet. In draught the Shamrock is also less than the American boats with about 18 feet.

Just before the Shamrock was launched at Dumbarton Sir Thomas Lipton invited his guests, including the representatives of the newspapers, to inspect the yacht, and all seem to be delighted with her model and construction William Fife, father of the last challenger's designer and a builder of many of the most famous of the British yachts, after having seen the boat said

"She is as sweetly turned a bit of work as I ever saw: forward, especially, she strikes me as being a beautiful model. We have not had anything just like her on this side. and it is, therefore, a bit risky to start making any kind of estimates as to what she may do. At the same time I take her to be a beautiful boat, and. I for one, will be sadly disappointed if she does not prove a fiver of the first water. We have not got the Cup yet, for the Yankees are very hard to beat at the building of these big racing shells. but we can at least be satisfied with the idea that we have got a ship that will do us credit.

this development has been suggested by the towing experiments in which Mr Watson is said to have indulged before designing the challenger, it is at least the case that this extension of the beam is the most striking characteristic of the new yacht.

"I nder the bowsprit the eye is cut by an unusually triangular surface, with which the stemhead is faced. This is produced by a suiden snubbing off of the rise of the stem, and it has the double advantage of giving a strong and stable foundation for the bowsprit krance and of helping to keep the deck lines wide. In Shamrock I there was a well-defined stem running from under the bowsprit to the fore day of the fin; in this bont this stem disampear before the waterline is reached, and from that down the hull forebody is carried on curves of perfect semi-circular shape.

"The result is that the yacht gives the impression that she will be able to carry there head well up no matter how hard she impression that she will be able to carry the first in this bont the stem."

The shallow, but she has a fine, powerful keel, which is relied upon for stability. Her bow hears resemblance to the forepart of a tablespoon.

The Glober Shamrock's underbody is rather shallow, but she has a fine, powerful keel, which is relied upon for stability. Her bow hears resemblance to the forepart of a tablespoon.

The Glow Shamrock is underbody is rather shallow, but she has a fine, powerful keel, which is relied upon for stability. Her bow hears resemblance to the forepart of a tablespoon.

The Clow Shamrock is underbody is rather shallow, but she has a fine, powerful keel, which is relied upon for stability. Her bow hears resemblance to the forepart of a tablespoon.

The Clow Shamrock is underbody is rather shallow, but she has a fine powerful keel, which is relied upon for sta bronze of which the bottom plates are composed shone like burnished gold, and should reduce skin friction to a minimum. The only spar on board was the bowsprit, but the spareness of its rigging to boostay and pair of shrouds in single parts; conveys an impression of lightness. She is to be fitted with a telescopic top mast, like that of the American rival so much admired last year. All the rigging is made of the strongest steel wire and the shrouds are led through powerful galvanized steel spreadets. The framework is of nickel steel and the deck aluminimum, covered with thin yellow pine.

The pricture of the Shamprock H^{*} printed.

be obtained by comparison of the weight of supplies, evoluting aromanistion, furnished daily to each solder of the two armies. Japanese 4 ounces free, 4 ounces dried fish or meat per day a total of a ounces. American—16 ounces bread, 12 ounces meat, 24 ounces coffee, equals 344 ounces sugar, 16 cunces offee, equals 344 ounces sugar, 16 cunces offee, equals 344 ounces of this vehicles of equal capacity are required in the ratio of one Japanese to four American. The Japanese soldier carried on the march an overcoat, which they used for covering

Working magraness because in this plates was a final plate with the entered and the second turn parts and the final plate with the strategy of the Dumbrane working and the second turn parts and the second turn parts and the strategy of the Dumbrane working the plate was the final state that the strategy of the Dumbrane working the strategy of the Strategy

many are now shorn of doers, windows, and all woodwork which has been used for fael by passing troops this witter. During the march of the echinan from Yanayan wan, was burned it having been agreed in conference on Aug 7 at Yangtsun to subject to except in the instance stated. Later the property of the column were uster supplied to except in the instance stated. Later the property of the column was also bered to except in the instance stated. Later the column was also bered to except in the instance stated. Later the column was also bered to except in the instance stated. Later the column was also bered to except in the instance stated. Later the column was also bered to except in the instance stated. Later the column was also better than 1 and 1



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HARVARD AND YALE ON THE TRACK. Both Teams Ready for the Games at New Haven To-day.

CAMBRIDGE, May 10 -The Harvard track eam left this morning for New Haven, where they expect to have the hardest fought set of track games that has ever been held between the Crimson and the Blue. The team gave little credence to the hard-luck stories about Yale that appeared in the papers this morning. Harvard expects to see Dixon Boardman in the meet to-morrow and they are counting on his getting two firsts. They also expect to see Capt Fincke and his two "Sick" colleagues on the track. As for the Crimsons winning, chances are about even. Harvard has kept a few things up her sleeve that she will spring to-morrow. She has a dark horse in the "hundred," who, if he can equal the record he made last week, will make things uncomfortable for some one Haigh, who up to a short time ago wasHarvard's best sprinter, has sufficiently recovered from his strained muscle, to allow his running, but the Crimson is counting only little on

In the 220-yard dash Harvard has a few men who may gather in a few stray points.

will be submitted to a leading New Yorker, said to be Mr Alexander, for final settlement.

At the New Haven House to-night, where a crowd of Yale and Harvard men were gathered, it was given out that even money was put up on the result of the games. The trainer of the Harvard team said to-night that his men were all in excellent condition except fluight, the sprinter, who has even all one except fluight, the sprinter, who has even and even the weather for about a week, but who is determined to go into the cames. The Harvard trainer declined to make any statement about whether his men would win. The Harvard athletes were all in hed at 10 o'clock and only their trainer and a small brunch of Cambridge boys were visible at that hour. A bir crowd of Harvard and the interesting horse scenes. They said from the outser that they would not him in the contests, no matter what Harvard had to say on the subset that they would not him in the contests, no matter what Harvard had to say on the subset that they would not him in the contests, no matter what Harvard had to say on the subset that they would not should rest assured that Yale would not should rest assured that Yale would not shoup to icokeving or sharp tricks to get a clever athlete in on Harvyred, and that it was a contest in which gentlemen governed by honorable methods were to take part.

TALKS ON GOOD ROADS. Gen. Miles Says the Matter Deeply Interests Military Men.

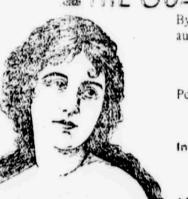
Durland's Riding Academy was brilliant last night with bunting and electric light in honor of the "Good Roads Reunion" originated by President H. H. Kane of the Road Driveps Association Notwithstanding the unfavorable weather many of the leading horsemen bicyclists and automobilists were present. The arena was given over to the audience. Among those who occupied seats on the speakers' stand were Frank Brower, Philadelphia: Charles T.

Chapin, Rochester; Gen. J. B. Castleman, Louisville: Dr. Carmichael, Springfield, Mass: E. J. Schroeder, M. T. Connelly, H. T. Nugent and H A Heidt, Jersey City, Lieut -Gen Nelson A Miles, U. S. A : Fred Gerken, Gen Nelson A Miles, U. S. A.; Fred Gerken, G. W. Grote, George Putney, John McCul-lagh, John F. Cockerill, J. W. Cornish, Wil-liam E. Parsons, Jr., George A. Coleman, Fred Dietz, Dr. H. D. Gill, Alexander New-burger, William Clarke, William P. Durando, Dr. David Randell, W. C. Floyd-Jones, E. E. Smathers, Dr. John F. Moore, George W. Smith, A. J. Keating, Sidney Toman and A. R. Gwathmey

B Gwathmey
Charles E Simms of New York was the first
speaker He made a few remarks on good
roads and good fellowship Prof. William
H Burr of Columbia University, who was
supervising engineer of the Harlem River
Speedway, spoke entertainingly on the difficulties of road building, and he was followed
by Gen Miles, whose subject was good roads
and military highways. In part the General

men who may gather in a few stray points. In the hurdle races Willis and Converse have been doing better time than the management was willing to give out, and they may start the control of the college of the flying Yaie fresh hurdle races, but he is nowhere near his old form. In the one and two-mile races Harvard has some fast men who will probably take the best points in that event. In the quarters mile race she has two freshmen, Rust and Manson, who should push Boardman hard and get second and third places. In the two mile run Harvard has four fast men entered, and they will probably shu out the Yale propessentative in that event. In the fleld Yale is successfully three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is practically three places secure in the fleld Yale is the fleld Yale Is an interest the Yale Yale Is an interest the Yal

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British yachtsmen might sit down at home and resign themselves to the prospect of seeing the Cup permanently located on this side of the water. Everything that was possible to do to improve her chance had been done, and they would at least come out of the contest, with the satisfaction of knowing that they had done their best. W. J. Pirie of the firm of Harland & Wolff, builders of the Oceanic and other b'g steamships, said he had not sufficient knowledge of what went to form a yacht to enable him to criticise the lines of the boat. From what he had heard from those in a position to judge, he did not this phere was any great room for criticism. The oniv opinion which he constructional work. This he considered was an achievement of which the Denny Broshad every reason to be proud. There were many difficulties in connection with the work Even after the timbers were bent and the framework thished the plating which they had to handle was lighter and of more delicate material than ordinarily came in their way.

TO USE THE BALANCE RUDDER.

Independence Will First Be Tried Without

Sternpost Steering Gear.

looks as if she would be ready for the dip by

wherever the water oozed through a pneu-

Harvard Yachtsmen Arrange for Their Summer Craise. CAMBEIDGE, Mass. May 10 - A short time

tercollegiate yacht races. Owing to the

any such arrangements for a race at this time,

The Harvard Yacht Club has elected the

'02; Vice-Commodore, H. Burgess, '02; Rear-

Boston, May 10 - No time has been fixed

Sir Thomas Lipton certainly deserves the

best of luck in the coming races, for he has

gone into this matter heart and soul, and

it is easy to see that nothing has been spared

of the Shamrock in the races, examined the

yacht critically and, when asked whether

he was satisfied that the craft was up to the task of accomplishing the work cut out for her, said that so far as his conviction went she was fit to race for any prize ever offered. If the Shamrock did not win he thought the

British vachtsmen might sit down at home

W. G. Jamieson, who is to have charge

either in the way of time or money.

ENGLISH COMMENT ON SHAMROCK II.

SHAMROCK II. LEAVING THE CLYDE IN TOW OF THE ERIN.

Quick and Easy on Her Helm and Is Well Balanced.

Special Cable Despatch to THE SUN for the launching of the Boston boat, but it LONDON. May 11 .- The Field in an article on the trials of Shamrock II. deprecates next Wednesday. Little remains to be done upon her. The deck has been rivetted, and regarding them as anything more than sailstretchings. It says it would be misleading a gang of ten worked all of to-day testing the at such an early stage to endeavor to offer seams for leaks. Very few were found and critical observations relative to the speed of the two Shamrocks. The challenger is matic chisel soon caulked the place tight. as smart in gear and general appearance The laying of the cabin floor was begun toas it is possible to conceive. She is quick day. The fittings will be of the lightest and easy on her helm and is manifestly well possible construction. The staterooms will balanced, but is somewhat stiffer in a mod-erate breeze than was expected.

joist and the berths will be the lightest ob-tainable. The sternpost rudder was unshipped this afternoon and taken into the boner shop. It will not be used upon the Independence unless the balance rudder fails to control the boat or meets with a mishap. Mate flaff said this afternoon that the square edges of the bronze plates were to be beveiled A great deal has been said about her wave making, but the Field's correspondent received an exceptional opportunity for observing the yacht most closely, as she travelled well, and he saw that she opened

of the bronze plates were to be bevelled down to give the slightest possible resistance when the boat is going to windward. The hawse holes were cut at the stem to-day and the deck fittings will be put in as soon as the canvas covering has been comented The steel must is being built in two sections and both are about ready to be belted together. The steel boom is one-slifth thrished. As soon as the must has been stepped the Independence will be towed to a neighboring wharf, where the water is deeper at low tide thun at the Atlantie Works dock. There is only thirteen feet at mean low tide and as this will not be sufficient to float the boat, it has been found necessary to moor her at another wharf while the rigging and sails are being put in place. She may lie up at Fiske's wharf on the Boston side of the harbor. This is the place where the Jubilee was fitted out.

ago a letter was sent from Harvard to several colleges offering a permanent trophy for inapathy of the clubs of these colleges regarding thought. The topsail and municipal are bailly the plan has been deferred until next year. After it was telescoped i was found, when an following officers: Commodore, J. H. Smith, in the mast. The mouldings for the gail are at

Commodore, R. B. Noves, '62: Secretary and Treasurer, F. W. Peabody, '03.

Arangements for the summer cruise of the club have been completed. There will be two divisions, one south and one north of Cape Cod. The scuthern division will assemble at Vineyard Haven on July 22: From there the fleet will sail westward, reaching Newport a day before the New York Yacht Club. The northern division will rendezvous at Marblehead, leaving that port on Aug. 5. This will give the members an opportunity to enter the open races there on Aug. 1, 2 and 3. From Marblehead the fleet will cruise to Isleboro, Me., where open races will be held about Aug. 12.

with mast inum, covered with thin yellow pine. The picture of the Shamrock II. printed berowith was taken as the yacht was leaving the Clyde in tow of the steam yacht Erin for the Solent. The picture shows that the challenger has very little sheer and very low responsible to taken amidships as the angle of the spreader will show, so that the main boom is foreshortened. In spite of the mast being stepped further forward than that of the oid Shamrock the fore triangle is quite large, which is staved as former challengers were by shrouds over the mainspreader and the jumper stay leading over a strut on the formant.

The Cup Defender May Not Have Her First Spin for a Week.

travelled well, and he saw that she opened and left the water in a faultiess manner. All adverse criticism on her wave making, so far as present observations go, should be dismissed as worthless.

The Field further says that Sir Thomas Lipton regrets his inability to accept the convertigence in place and set taut, the displacement of the place in the place in the place are much heavier and wider than those of Columbia. One backstay and two shrouds on each side are connected, and set taut by the turn-buckles. The bobstay is set taut, the displacement of the place in the p

self.

Swimming on the Back, 160 Fret-Won by L. Arndtstein, '9', selence, W. Duden, '02, 1w, and F.H. Duden, '02, colege, tide for second, it. II. Thayer, '95, stence, fourta, Time, 25 seconds, Match Pace, Swimming, 1,000 Feet-Won by J. J. Ason, Columbia, E. Wenes, Trinity School, second, Time, 5 minutes 12 seconds, Time, 5 minutes 12 seconds, Blind Tub Race, 100 Feet-Dead h at between A. P. Schuler and C. L. Abbott; J. Shoer, elt, third.

CONSTITUTION'S BOOM FINISHED.

BRISTOL, May 10 -Capt Urias Rhodes, the skipper of the Constitution, has selected

skipper of the Constitution, has selected quartermasters from the crew for the new boat. Two of them are Deer Isle men and two are from Long Island. From Deer Isle men and two are from Long Island. From Deer Isle men and the Long Islanders are B. B. Dexsee, and J. L. Doxsee.

The Constitution will have two sets of spreaders on the mainmast, the set that is composed of light colored wood, adjusted now at the eyes of the rigging, and a set that is to be placed above those several feet. The spreaders already adjusted are fitted at both ends with brass sockets.

In the north boat shop the new steel main boom is completed, so far as riveting goes. It will be ready for singing soon. Preparations are in progress for painting it. It is prosable that the new Cup defender will not have her first salling spin for a week. The mechanics have just begin work on a new steel gast, which will not be ready for use until next Pricay or Saturday. It is being made similar to the main boom. All the plates have been rolled in circular form and the inner frames

with the next station in the rearrange frequency of the state of the s